THE MINISTER OF STATE IN THE MINISTERY OF PETROLEUM AND NATURAL GAS (SHRI T.R DA ALU): (a) to (d) The demartd of LPO coMsuttiers registered with Public Sector Oil Companies is met almost in full; However, whenever LPO backlogs develop due to law and order problems. Industrial Relation problems, floods or any disruption in availability due to emergency shutdowns at any of the production sources etc. Oil Companies take immediate measures to meet the demand in the affected markets through maximising LPO Imports and by operntion of LPO bottling plants during extended hours and on Sundays and holidays to clear the LPO backlogs.

Presently, marginal LPO backlogs are being reported by PSU Oil Companies in (he State of Andhra Pradesh, which had developed due to Industrial Relation problem at Virag Bottling plant. Oil Companies have been advised to step up the supplies to affected markets for expeditious liquidation of the backlog.

Demand and Supply Positioti of Naphtha

1981 SHRI SATISH AOARWAL: Will the Minister of PETROLEUM AND NATURAL OAS be pleased to state:

(a) the current domestic demand supply position of naphtha in the country;

(b) the projected demand-supply position for naphtha in the country for the next five years; and

(e) the action plan being pursued to augment naphtha supply to meet increase In demand from the power sector?

THE MINISTRY OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T. R. BAALU): (a) The estimated supply-demand balance of naphtha/NOL during the current year (1997-98) is as follows:—

Production	: 7.357 MMT
Demand	: 7.180 MMT
Surplus	: 0.177 MMT

The above demand estimate does not include direct imports expected to be made by the private parties.

(c) The estimated supply-demand of naphtha/NOL for the next five years, (based on production/demand as per IX Plan Sub-Group on Refining and Demand projections), is as follows:—

YEAR	SURPLUS
1998-99	0.68 MMT
1999-00	1.01 MMT
2000-01	2.99 MMT
2001-02	5.06 MMT
2002-03	5.50 MMT

The dbove figures do not include naphtha requirement of liquid fuel based power plants. Based on current indications power plants alone would require about 15 MMTs of naphtha. This would mean a huge deficit of naphtha with the commissioning of power plants by 1999-2000.

Considerable Increase in demand for naphtha for fertiliter/petrochemlcal plants Is also Indicated.

(c) The shortfall in domestic availability of naphtha/NOL would be met through Imports.

Collection of CESS by Oil Industry Developmeitt Board

1992. SHRI S. RAMCHANDRAN PILL'Al: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what were the purposes for setting up of Oil Industry Development Board (OIDB) and cess collected thereunder;

(b) how much money has since been collected by OIDB; and

(c) how much money out of the total collection under OIDB has been actually utilised for the purposes under (a) above, in details?

THE MINISTER OF STATE FOR PETROLEUM AND NATURAL GAS {SHRI T. R. BAALU): (a) The Oil Industry (Development) Act, 1974 provides for the estabiishment of a Board for the development of Oil Industry. Under Section 2 (k) of this Act, the term "oil industry" includes all activities by way o! prospecting or exploring for or production of mineral oil, refining, proces.^ing, transportation, storage, handling and marketing of mineral oil, production, and marketing of all products, downstream of an oil refinery and the production of fertilizers and petrochemicals and all activities directly or indirectly connected therewith. Thus, the term "oil industry" includes fertilizers and petrochemicals for the purposes of the Act.

(b) and (c) As per Section 16 of the Oil IndiiRtry (Development) Act, 1974 the cess Is to be first credited to the Consolidated Fund of India and the Central Government may after due appropriation made by Parliament by law in this behalf, pay to the Oil Industry Development Board such sums of money out of the proceeds of eess as the Government may think fit for being utilised for the development of oil industry which, *iitier-alia* includes petroleum, petrochemicals and fertilizers. Fo the extent, the cess collection exceeds the sums directly paid to Oil Industry Development Board, it becomes a resource for financing Government expenditure in and for extending direct arid Indirect budgetary support to the Centra! Public Sector Undertakings in petroleum, petrochemicals and fetilizers sector. The Department of Central Excise collects the cess and remits it to the Consolidated Fund of India. A sum of Rs. 902.40 crores out of the total collection of Rs. 28,900 crores (approximately) has been allocated to Oil industry Development Board till 31st March, 1997 by the Ministry of Finance.

मुम्बई और दिल्ली के बीच रेल दुर्घटनाएं

1983. **श्री राघवजी :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष के दौरान मध्य रेलवे में मुम्बई-दिल्ली के बीच घटी रेल-दुर्घटनाओं का ब्यौरा क्या हैं,

(ख) प्रत्येक दुर्घटना के क्या-क्या कारण हैं ।

(ग) क्या तोड़-फोड़ की घटना के कारण भी कोई दुर्घटना घटी हैं, यदि हां, तो क्यों दोषियों को गिरफ्तार किया गया हैं, यदि हां, तो तत्संबंधी ब्यौरा क्या हैं, यदि यही, तो उसके क्या कारण हैं, और

(घ) ऐसी दुर्घटनाओं की रोकथाम के लिए क्या कदम उठाए जा रहे हैं ?

रेल मंत्री (श्री राम विलास पासवान) : (क) 1996-97 के दौरान मध्य रेल के नई दिल्ली मुंबई मार्ग पर 32 परिणामी गाड़ी दुर्घटनाएं हुई थी जिसमें गाड़ियों की टकर संबंधी 5, गाड़ियों के पटरी से उतरने संबंधी 24, समपार दुर्घटना संबंधी 1 और गाड़ियों में आग लगने संबंधी 2 मामले शामिल हैं ।

(ख) इन दुर्घटनाओं क मुख्य कारण मानवी चुक, उपस्कर की खराबी तोड़-फोड़ और आकस्मिक कारक थे ।

(ग) जी हां, 13.10.96 करे झांसी मंडल खण्ड के बीना-झांसी खण्ड के अगरसोड स्टेशन पर 2723 ए.पी. एक्सप्रेस के 10 सवारी डिब्बे पटरी से उतर गए थे । राजू और इस्माइल नाम के दो अपराधियों को राजकीय रेल पुलिस/बीना द्वारा गिरफ्तार किया गया हैं ।

(घ) संरक्षा के बारे में और दुर्घटना से बचाव के लिए किये गये उपायों में से कुछ निम्नानुसार हैं:-

(i) ट्रंक मार्गों और अन्य महत्वपूर्ण मुख्य लाइनों पर रेलपथ परिपथन के कार्य में तेली लाई गई हैं ।

(ii) दुर्घटना में मानवीय चुक के कारणों को न्यूनत करने के लिए सिंगल सरकिटरी में आशोधन किया जा रहा हैं ।

(iii) बम्बई उपनगरीय खंडों पर चलती गाड़ी के ड्रावर को "खतरे के सिगनल" की अग्रिम चेतावनी देने के लिए सहायकता चेतावनी प्रणाली शुरू की गई हैं ।